Repair of 'Zuari Bridge' in Goa

1602. SHRI JOHN F. FERNANDES: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Un stayed Qustion 1032 given in the Rajya Sabha on 21st March, 1990 and state:

(a) whether it is a fact that the Central Government has spent over Rs. 50 lakhs to paint the Zuari Bridge in Goa with anti-corrosive coat before it is tendered for Rs. 3 crores for its repairs work, thus duplicating the work and wasting scarce resources;

(b) if so, what action has been I taken on errant officers; and

(c) by when the repairs work would start and how long would it take to complete ?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNI-KRISHNAN): (a) Superstructure of Zuari Bridge has bem provided with anti-corrosive paint for which an estimate amounting to Rs. *49. 41* lakhs was sanctioned in March, 1988. No repair work for Rs. 3 crores has been put to tender. However, an estimate amounting to Rs. 53. 64 lakhs has been sanctioned in Feb ruary, 1990 for replace ment of existing wearing course which has not been covered by the anti-corrosive paint. Hence, thera is no duplication of work or waste of scarce resources.

(b) Does not arise; and

(c) Work of replacement of wearing course is likely to start in October, 1990 and is expected to be completed by May, 1991.

Poor maintenance of berths at Marmugao Harbour

1603. SHRI JOHNF. FERNANDES: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the berths 1, 2, and 3 at Marmugao harbour in Goa are marked out and not used due to its poor maintenance as a result of which the trade has to suffer;

(b) if so, what action has been taken to mitigate this problem; and

(c) the reasons for poor condition of maintenance of this port ?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNI-KRISHNAN): (a) No, Sir. The Berths No. 1 & 2, which are shallow draft berths are being used by vessels below five meters draft, like small log vessels. The Berth No. 3 has been put out of commissi on on account of development of cracks and collapse of a portion of the berth, owing to its old age. continous leaching action of soil, etc. General cargo traffic is being handled at other berths No. 5 and 10.

(b) Expert technical advice has been obtained from CWPRS, Pune and the Dutch Consultants. Marine boreholes have been com pleted and results referred to them. Construction of a rubble bund to prevent further erosion has been undertaken.

(c) The general cargo berths excepting Berth No. 10 are very old and have limited depths alongside. The port has been maintaining the old berths to keep them operational to meet the traffic demands maid on them.

«

Computarisation of Tickets for Steamer Service

1604. SHRI JOHNF. FERNANDES: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that S. C. I, run steamer service between Panaji and Bombay suffer losses mainly due to pilferage of